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INTELLIGENCE REPORT~~CONFIDENTIAL~~

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COUNTRY China

SUBJECT Economic Information: New
Chiaoohi Railroad

This document is hereby regraded ~~CONFIDENTIAL~~ in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

INFO.

LIST. 22 January 1947

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SUPPLEMENT

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1. The following schedule for the operation of trains between Tsingtao and Tsinan was published in Tsinan on 16 December. (Note: Time of departure of trains from Tsinan was not reported.)
 - a. Express train: one daily each way, leaves Tsingtao at 0740 hours, arrives Weihsein (119-07, 36-42) at 1900 hours, leaves Weihsein on the following day at 0800 hours, arrives Tsinan 1635 hours. Before the war and during the Japanese occupation this train made the run from Tsinan to Tsingtao in ten hours.
 - b. Mixed passenger and freight train: one per day, leaves Tsingtao at 0820 hours, arrives Fangtzu (119-11, 36-27) at 2250 hours, leaves Fangtzu following day at 0700 hours, arrives Tsinan at 1640 hours.
2. There are several troop trains daily which run from Tsinan to Lungshan (117-21, 36-16) and Weihsein. The number of trains depends on military needs.
3. The present slow schedule is caused by the condition of the road. There is a complete lack of rock ballast along the entire line. The rock previously used for this ballast came from an area, now in Communist hands, near Chimo (120-29, 36-24). Many bridges have been repaired only temporarily. Source observed on 11 December that the four-span bridge along the west stream of the Wei River has not been repaired but that the tracks have been placed on a wooden trestle which rises only six or eight feet above the low level of the stream. West of Fangtzu the cross ties of the line are laid above graded earth, with no other support for the rails.
4. There has been no reaction yet in the Tsinan market to the re-opening of the line.

Document No. 006

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NO CHANGE IN CLASS.

CLASSIFIED

CLASSIFIED TO: TS

DATE: 4 APR 77

AUTH: 1763

DATE: 5 APR 1978

BY: 028

CLASSIFICATION

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Extracted by I.I.R.